



MEMORANDUM

To: Transportation Conformity Working Group
Southern California Association of Governments

From: Keith Cooper
Senior Technical Specialist

Date: October 14, 2013

Re: Pepper Avenue/State Route 210 Interchange Project (FTIP ID# 20110110)

This memorandum is presented to the TCWG in response to concerns raised during the September 24, 2013 meeting while discussing the above-referenced project for project-level PM transportation conformity.

The concerns were:

1. Is there a potential that “diesel truck generating land uses” may be developed on parcels that are currently inaccessible and undeveloped, for which the proposed Pepper Avenue extension will provide direct access?
2. What is the potential for an increase in diesel truck traffic volumes along Pepper Avenue, once access to the SR-210 freeway from Pepper Avenue is provided?

Per the City of Rialto *General Plan*, all but one of the parcels referenced above have the land designation Residential (R6). The one parcel that is not zoned R6 is located immediately adjacent to the SR-210 freeway, and west of the proposed Pepper Avenue extension. This parcel is zoned Business Park (BP) (City of Rialto, 2010).

The R6 land use designation allows for residential development at low densities (2.1 to dwelling units per acre). Additional permitted uses, consistent with zoning regulations, include group homes, public facilities, and utility support systems.¹ The BP land use designation allows for a mix of commercial, office, research and development, laboratories, and light industrial uses developed in a complementary manner and displaying high-quality architecture and site design.² Neither of these land use designations allow for the development of mining or heavy industrial type uses that are capable of generating a considerable amount of heavy truck traffic volumes.

With respect to the amount of truck traffic volumes likely to use Pepper Avenue under the build alternative, an examination of the traffic volume estimates presented in the *State Route 210/Pepper Avenue Interchange Supplemental Traffic Impact Analysis* suggests that total average daily traffic (ADT) volumes would be

¹ City of Rialto General Plan (December 2010), page 2-4

² Rialto, page 2-9

approximately 2,770 at opening year 2016, and approximately 13,070 at horizon year 2035 (IBI Group 2013).³ Given this relatively low ADT volume estimate at horizon year 2035, truck ADT volumes are anticipated to be far below 10,000 daily trips.

Please consider this additional information, in addition to the information provided on the PM Summary Form for Interagency Consultation, in making your determination whether or not the proposed project would be considered a Project of Air Quality Concern (POAQC).

References

City of Rialto General Plan, December 2010. Available:

http://www.ci.rialto.ca.us/documents/downloads/General_Plan_Update_2010.pdf

IBI Group. State Route 210/Pepper Avenue Interchange Supplemental Traffic Impact Analysis. Prepared for the San Bernardino Associated Governments (SANBAG). August 2013.

³ These estimates assume that peak-hour volumes comprise 10 percent of ADT volumes. In general, peak-hour volumes represent anywhere from 8 percent to 14 percent of ADT traffic volumes. The actual percentage will depend on how “peaky” the peak-hour is when compared to non-perk periods. The higher the peak (e.g., rural highway), the higher the percentage. Given the project vicinity, 10 percent seems reasonable.